

FEATURE CASUALTY

Britannica Hav/Deborah

Britannica Hav – General cargo vessel, IMO 8506440, Built 1985, 2,289 dwt

Deborah – Fishing vessel, MMSI 205238490, 385 gt

Date of Casualty 20 March 2018

Voyage Santander, Spain to Keadby, UK

Cargo 1,995 m/t of steel

Type of Casualty Collision in the English Channel which caused the cargo vessel to sink after she was holed in her port side and suffered water ingress. All crew members were rescued.

Type of Claim Collision claim and possible loss of cargo

P&I Gard

The general cargo *Britannica Hav* was in collision with the Belgian flagged fishing vessel *Deborah* at 1540 hours yesterday in the English Channel 50 miles north-east of Cherbourg. The collision resulted in the general cargo vessel capsizing.

The *Britannica Hav* was reported to have been struck and holed in her port side whilst she was north of Le Havre, France by the 39 m fishing vessel. The breach caused water ingress into the vessel which the crew were

unable to control using the vessels pumps. The *Britannica Hav* developed a list and eventually capsized. The seven crew members were able to deploy the lift rafts and escape before the vessel capsized. They were picked up by the *Deborah* and later transferred by a French Navy helicopter to the Quergueville military base for assessment and treatment.

The emergency salvage tug *Abeille Liberté* proceeded to the casualty and now has the vessel in tow. She is proceeding southward to Baie de Seine whilst authorities decide on a place of refuge. A patrol vessel *Aramis* also proceeded. The Navy anti-pollution vessel *Argonaute* has been deployed to the capsized vessel which remains afloat and continues to drift at three knots in a south westerly direction in the busy shipping channel. Plans are afoot to try to pump the bunkers off the vessel. Some loss of oil has been observed around the vessel. The *Deborah* returned to Zeebrugge this morning. Tugs from Ardent are expected to arrive tomorrow morning.



NEW CASUALTIES



Flourishever ▣

Bulk carrier, IMO 9081112, Built 1995, 74,523 dwt

Date of Casualty 6 March 2018 – Late Notification

Voyage Nantong to Coz, China

Cargo Agricultural products

Type of Casualty Grounded and suffered structural failure in the South China Sea off Shantou. Guangzhou Salvage have been contracted.

Type of Claim Total loss and wreck removal
P&I West of England

Nordika Desgagnes ▣

General cargo vessel, IMO 9508316, Built 2010, 16,967 dwt

Date of Casualty 10 March 2018

Voyage Montreal, Canada to Spanish ports

Cargo No details

Type of Casualty Suffered steering failure in the North Atlantic east of Halifax. She was towed into Port Hawkesbury, Cape Breton Island, Nova Scotia on 17 March 2018.

Type of Claim Possible General Average declaration

P&I Shipowners Club

Nawatrans 1

Self-propelled barge, 1,103 ts

Date of Casualty 14 March 2018

Voyage No details

Cargo General containerised cargo

Type of Casualty Suffered damage to her

wheelhouse during loading operations at Haldensleben on the Mittelland Canal.

Type of Claim Damage and injury claim

Harriett

Bulk carrier, IMO 9239458, Built 2002, 25,565 dwt

Date of Casualty 14 March 2018

Voyage Arkhangelsk, Russia to Terneuzen Netherlands

Cargo 20,000 m/t of coal

Type of Casualty Ran aground off Mudyug Island in the White Sea, Russia.

Type of Claim Possible hull damage, salvage claim and/or General Average declaration

P&I Gard



Sormoskiy 118 ▣

General cargo vessel, IMO 7943287, Built 1981, 3,353 dwt

Date of Casualty 15 March 2018

Voyage Azov, Russia to unknown destination

Cargo 3,000 m/t of wheat

Type of Casualty Grounded on the River Don after suffering steering failure. She was refloated 5 hours later and taken for survey.

Type of Claim Possible hull damage, salvage claim and/or General Average declaration

P&I Hanseatic

Kona Trader

Bulk carrier, IMO 9374208, Built 2007, 76,596 dwt

Date of Casualty 15 March 2018

Voyage Portland, USA to Paranaguá

Cargo 62,000 m/t of potassium chloride

Type of Casualty Grounded off Paranaguá.

The vessel was refloated with assistance from at least six attending tugs the following day. Given the location, large claims for the salvage assistance are likely to follow. Click [here](#) for video.

Type of Claim Possible hull damage, salvage claim and possible General Average declaration

P&I UK Club

Maersk Kensington

Fully cellular containership, IMO 9333010, Built 2007, 84,688 dwt

Date of Casualty 15 March 2018

Voyage Salalah, Oman to Suez, Egypt

Cargo General containerised cargo

Type of Casualty Suffered a fire in a container stowed under deck. The fire was controlled by releasing CO₂ into the affected unit. The vessel returned to Salalah, arriving on 19 March 2018.

Type of Claim Fire and smoke damage

P&I Standard Club

Jennifer H

General cargo vessel, IMO 9359961, Built 2008, 12,633 dwt

Date of Casualty 16 March 2018

Voyage Spain to Bremerhaven, Germany

Cargo No details

Type of Casualty Suffered engine problems north of Barfleur in the English Channel.

Further casualties overleaf ▸

LOF NEWS

Panamax Alexander – editions 258 & 259 – following her engine breakdown 460 nm of the west coast of Ireland, the vessel was assisted on LOF terms by Tsavlis Salvage who in turn contracted a tug to tow the bulk carrier to destination.

The vessel anchored several times to effect repairs but she continued to break down. She is now anchored off the Belgian coast.

Type of Claim Possible salvage claim and/or General Average declaration

P&I Steamship Mutual



Mekhanik Brilin ▣

General cargo vessel, IMO 8904408, Built 1991, 2,636 dwt

Date of Casualty 16 March 2018

Voyage Archangel, Russia to Nantes, France

Cargo Sawm timber

Type of Casualty Suffered engine failure off Arkhangelsk and became stuck in the ice. She was assisted by a tug and icebreaker to a mooring to effect repairs.

Type of Claim Possible General Average declaration

P&I West of England

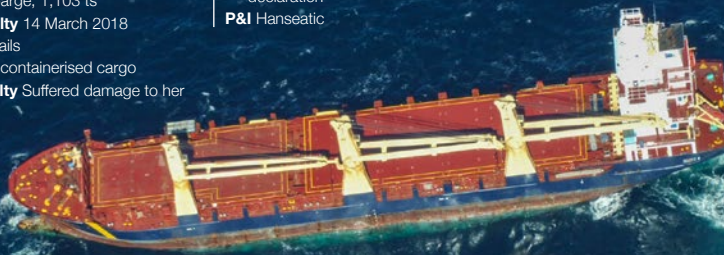
Shoei Maru No. 8/Dong Kun 7

Shoei Maru No. 8 – Product tanker, IMO 9078139, Built 1993, 1,300 dwt

Dong Kun 7 – General cargo vessel, IMO 8740137, Built 2003, 4,334 dwt

Date of Casualty 17 March 2018

Voyage Pohang, South Korea to Wakayama,



Roose + Partners

NEW CASUALTIES - Continued - edition (260)

Japan / Korea to Tagounoura, Japan
Cargo 500 m/t of oil product / No details
Type of Casualty Collision south of Nishimura, southeast Honshu, Pacific. Both vessels suffered serious damage.
Type of Claim Collision damage and possible General Average declaration

Vincent J. Eymard

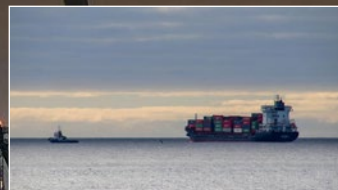
Tug, No other details
Date of Casualty 17 March 2018
Type of Casualty Capsized on the Mississippi River whilst towing an empty barge. The crew were able to escape. The wreck has been located.
Type of Claim Salvage and clean-up operations

Sier

Passenger ro-ro, IMO 9075761, Built 1995, 1,164 dwt
Date of Casualty 17 March 2018
Type of Casualty Grounded near Ameland in the Dutch Wadden Sea.
Type of Claim Possible hull damage and salvage claim
P&I Shipowners Club

Beatriz B

Fully cellular containership, IMO 9448671, Built 2011, 14,230 dwt
Date of Casualty 18 March 2018
Voyage Canary Islands to mainland Spain
Cargo General containerised cargo



Type of Casualty Disabled off La Palma. Assisted by a tug whilst she underwent temporary repairs and escorted into Las Palmas.
Type of Claim Possible salvage type claim
P&I Gard



Tolten/Hamburg Bay

Tolten – Full cellular containership, IMO 9612870, Built 2012, 94, 600 dwt
Hamburg Bay - Full cellular containership, IMO 9332872, Built 2009, 72,982 dwt
Date of Casualty 19 March 2018
Voyage Jebel Ali, UAE to Karachi, Pakistan / Sri Lanka, Colombo to Karachi, Pakistan
Cargo Both carrying general containerised cargo
Type of Casualty The *Tolten* collided with the *Hamburg Bay* during manoeuvring operations at Karachi, Pakistan. Reports suggest 55 to 60 containers were lost overboard from the *Tolten*. Click [here](#) for video.
Type of Claim Collision damage, cargo loss and clean-up operations
P&I Britannia / North of England

BBC Virginia/Aura

BBC Virginia – General cargo vessel with container capacity, IMO 9501277 Built 2010, dwt

Aura – Heavy lift vessel, IMO 9395276, Built 2008, 4,965 dwt
Date of Casualty 19 March 2018
Type of Casualty Collision near Umea. The *Aura* was under tow. Both vessels were holed.
Type of Claim Collision damage claim
P&I West of England / No info

Crown Ruby

Reefer, IMO 9159103, Built 1997, 10,338 dwt
Date of Casualty 20 March 2018
Voyage St Petersburg, Russia to Cristóbal, Panama
Cargo No details
Type of Casualty Holed and leaking oil after striking an underwater obstruction. The vessel sought refuge at Kalundborg Fjord, Denmark. Divers found a crack in the hull and booms were placed around the casualty.
Type of Claim Damage claim and clean-up operations

Andrea

Pusher tug, No other details
Date of Casualty 20 March 2018
Type of Casualty Sank on the Rhine in the port of Emmerich.
Type of Claim Salvage claim

Delos

Self-propelled barge, 2,662 ts
Date of Casualty 20 March 2018
Type of Casualty Collided with an unnamed barge on the Rhine near Xanten. The other barge was severely damaged and two people on board injured.
Type of Claim Collision and injury claims

JBB Rong Chang 8

Hopper dredger, IMO 8783529, Built 2016, 8,460 dwt
Date of Casualty 21 March 2018
Type of Casualty Capsized in the Malacca Strait off Part Jawa, Malaysia. There were 18 crew on board. Only three crew members have so far been rescued. One man has been found drowned. Search and rescue teams continue to look for the remaining crew who are thought to be trapped inside.
Type of Claim Total loss or salvage and loss of life claim



IN OTHER NEWS

There are reports that following the fire on board the ultra large container ship *Maersk Honam*, Maersk have acted to limit the stowage of dangerous IMDG cargos in areas close to residential areas and machinery spaces. Maersk insist these steps are purely precautionary and advise that all dangerous cargo on the fire stricken containership was loaded in accordance with the IMDG code. They are also carrying out inspections of containers and loads on other vessels which have the same shipper, freight forwarder or commodity combination as those near where the fire is reported to have started. They also advise that on the basis of their records there was no calcium hypochlorite on board.

The *CMA CGM Antoine de Saint Exupéry* set a new record on 15 March 2018 as being the largest containership to call at the port of Hamburg, Germany. The vessel, which has a carrying capacity of 20,766 teu, discharged some 7,000 containers and loaded 4,000 more before departure on 17 March 2018. Fifty years ago the first containership to call at Hamburg was the *American Lancer* which could carry 1,200 teu.

CASUALTY FOLLOW-UP



Saga Sky – editions 191, 192 & 201 – the UK Marine Accident Investigation Board's report into the November 2016 collision involving the *Saga Sky* and the moored and unpowered *Stema Barge II*, laden with rocks to be used for sea defences has found that the weather forecast receiving equipment was defective and the Master underestimated the risk to the vessel posed by Storm Angus. As a result he chose to continue his passage rather than seek shelter.

Alnic MC and **USS John S. McCain** – editions 230, 237, 239 & 244 – Singapore's Transportation Safety Investigation Bureau's (TSIB) report into the collision in August 2017 has found evidence of poor practice on the part of the Master of the *Alnic MC* failed to slow his vessel, assuming the warship would pass the bulk carrier safely but that in making a sudden turn to port into the path of *Alnic MC* after a crew change, the most serious operational errors detailed in the report centred on an inadvertent transfer of steering control between stations on the *USS John S. McCain*.

Seikongen – editions 239, 241 & 250 – Ardent Global have been chosen by the Provincial Government of Chile as the approved contractor to raise the sunken wellboat. Work is expected to take three months. Ardent were already involved with the casualty having been responsible for the removal of the decomposing salmon and bunkers from the vessel.

Kea Trader – editions 224, 225, 226, 228, 229, 231, 236, 238, 242, 245, 250, 257 & 258 – the passage of Hurricane Hola caused further serious damage to the wreck with debris from broken containers being discharged into the sea. Four offshore vessels and teams ashore are engaged in the clean-up and recovery operation.

MSC Ines – editions 237, 238 & 240 – the containership, which grounded in Durban in

October 2017 during poor weather remains in Durban awaiting the delivery of spare parts to complete the work.

Berg – editions 254 & 256 – the vessel which was grounded in February off Feodosia Bay in the Black sea, suffered damage and mostly sank during a recent storm and is now considered as being a total loss. Salvors have already removed the fuel.

Maersk Shanghai – editions 258 & 259 – Resolve Salvage have been contracted to assist with the re-stowage and recovery of the containers at Freeport in the Bahamas.

Sofie Maersk – editions 259 – Resolve Salvage's tug *Resolve Pioneer* was deployed from Dutch Harbour to assist the disabled containership which is being taken to Honolulu with an eta of 23 March 2018.

Maersk Honam – editions 258 & 259 – the vessel continues to be towed in a north north easterly direction with no confirmed port of refuge. Cargo in the affected holds continues to smoulder and emit smoke and this will need to be addressed before entry into a port of refuge. Maersk have written to all cargo owners with property the affected areas. Cargo interest should take steps to be ready to prepare and provide the necessary salvage and General Average security once a salvage security demand has been issued and the vessel arrives at a port of refuge.

Betanzos – editions 258 & 259 – the vessel was finally refloated on 16 March 2018 by the tug *Fairmount Alpine* which had been deployed to Lisbon by Smit Salvage. The vessel was then brought back in into Lisbon by smaller tugs where she will under a full inspection to ascertain the extent of any damage.

